

**Cobb, Charles LT**

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**From:** Hobson, Jacob LT  
**Sent:** Friday, April 21, 2006 4:04 PM  
Farley, Timothy; Post, Kelly LCDR; Rabe, Doug; Budka, Scott LCDR; Mucha, Paul LCDR; Moorhouse, Jack LT  
**Cc:** Wiltshire, Glenn CAPT; Hawkins, Benjamin LCDR; Willis, Brian CDR; Christensen, Eric CDR  
**Subject:** URGENT - MAJOR/SIGNIFICANT MARINE CASUALTY NOTICE

The following notification is being provided IAW MSM Vol. V, Chap 3 (Draft MSM Vol V, Chap 6C.

Notice: This notification is based upon preliminary information and is subject to change.

**Date:** 15 APR 2006

**MISLE Incident Investigation Activity Number:** 2628045

**Reporting Office:** Sector NY

**Person Reporting:** LT J.A. Hobson - Lead Investigator

**VESSEL DATA:**

**NAME:** M/V NEW DEHLI EXPRESS  
**O.N.** 9301770  
**FLAG:** Hong Kong  
**SERVICE:** Freight  
**CARGO:** Container  
**GT:** 39941  
**LENGTH:** 853 ft  
**BUILD DATE:** 23 MAY 05  
**HOME PORT:** Hong Kong  
**OWNER:** SEASPAN CORP.  
**OPERATOR:** SEASPAN SHIP MANAGEMENT CORP.  
**CLASS:**

**CASUALTY DATA:**

**DATE/TIME OF CASUALTY:** 15 APR 06 / 0422

**LOCATION:** In the vicinity of Buoy 14, Kill Van Kull for initial grounding. Then the the vessel came to rest approx. 400 yards east of Shooter's Island.

**LOSS OF LIFE/INJURY:** None

**APPROXIMATE DAMAGE:** Estimated to easily exceed \$500.00.

**POLLUTION:** None

**NATURE OF CASUALTY:** The M/V NEW DEHLI EXPRESS was inbound to berth 59, Port Newark, NJ

in

fog. On approach to vicinity of Bayonne Bridge the vessel left the channel to the north, striking a granite ledge puncturing 1 fuel tank and 2 ballast tanks. The vessel then continued on, with a list to starboard

eventually grounding on the south side of the channel with a 10 degree list to starboard. Due to the list from the

water ingress the vessel exceeded draft of the channel. Vessel was aground for approx. 2 hours awaiting incoming

tide. At approx. 0625 the vessel re-floated and was taken to berth 86 in Port Newark, NJ.

**COURSE OF ACTION:**

An on-scene investigation was conducted and subsequent interviews with the involved mariner's continue.

Recommend that the investigation proceed at the informal level. In accordance with the foreign flagged exception guideline, we do not recommend a formal investigation. The OCMI does not request any additional information at this time.

**RELEVANT MESSAGE TRAFFIC:**

DTG 150912Z APR 06

DTG 162346Z APR 06

DTG 202135Z APR 06

Respectfully Submitted,

LT Jacob A. Hobson  
USCG Sector NY  
Investigations Office  
718-354-4282

On 14 April 2006 at approximately 0428, Capt John Bates, the pilot aboard the M/V NEW DELHI EXPRESS contacted VTS NY via cellular phone and reported that the vessel may have run aground at Bergen Pt. He stated that the vessel is currently listing approximately 9-10 degrees to starboard and that three tugs are alongside. #4 starboard fuel tank was breached and vessel took on water. Tank had 440 gals of diesel prior to grounding.

At 0615 on the same morning the vessel was re-floated and underway en route to berth 86 in Port Newark, NJ.

At approx. 0745 CG Investigators/Inspectors arrived at the vessel tied up at berth 86 in Newark Bay. Prior to boarding the vessel draft readings were taken (while approaching from the water side). Using these readings CG personnel estimated the vessel to have a 5 degree list to starboard. Upon boarding the team met with the captain of the vessel and the 2 relief pilots (one docking and one State pilot) on the bridge of the vessel. Upon speaking with the Master and the relief pilots the following was determined;

1 – The vessel was sitting at a 5 degree list to starboard and at one point following the incident had a 10 degree list to starboard.

2 – The #4 DB fuel tank had been breached. The tank contained only residual fuel (roughly 2 m3/440 gals) and had been pressed up with water. The size of the tank was roughly 1000 m3 and ran from frame 150-186.

3 – Both of the original pilots had been relieved prior to CG personnel boarding the vessel. Both pilots were taken for immediate drug and alcohol testing. Alcohol tests were negative, still awaiting 1 drug test.

4 – Interview with Master of the vessel, both relief pilots and visual confirmation of the pilot card show/state that all equipment and navigation equipment were working properly on the vessel. Later conversation with the pilots on the vessel at the time of the incident confirms that all equipment and navigation gear was working properly.

At approx. 0930 CG investigator was approached by Capt. Richard Weiner, the relief docking pilot on the vessel and requested to move the vessel to the original destination of berth 59 in Port Newark. He sighted potential issues with the depth of the berth the vessel had been placed in as the vessel was originally drawing 41 feet and with the list was currently drawing 44.5 feet. CG Command Ctr. Concurred and the vessel was allowed to move to pier 59 at approx. 1100. Vessel was boomed in after the move to pier 59.

At 1345 on the day of the event Coast Guard Investigators met with Mr. Stephen Naples and his attorney, Mr. William Losquadro. During this interview Mr. Naples stated several times that although he did not have the conn of the vessel at the time of the incident that due to the heavy fog he was assisting in the navigation of the vessel. He stated that while in the vicinity of the Bayonne Bridge he was operating the starboard radar set on the 1 mile scale setting.

He also stated that when the vessel passed under the Bayonne Bridge that he had stepped out onto the starboard bridge wing and did verify that the vessel was passing south of the northern red light on the Bayonne Bridge, indicating that the vessel was in the channel.

On Tuesday April 18<sup>th</sup> an interview was conducted with Mr. John Bates, the Moran Docking Pilot (Metro Pilots) who was at the conn of the vessel when the incident occurred. He stated that the vessel was operating south of the 14 buoy as required.

Capt. Bates also stated that while transiting inbound the visibility was good until about 300 yards east of the Bayonne Bridge, at which time the fog became thicker causing him to lose visual contact with the Bayonne Bridge. By his statement he was operating the starboard radar on the vessel and was in constant contact with the Tugs being used for the transit. Just prior to the initial contact in the vicinity of buoy 14 the master of the MIRIAM MORAN (Joe Mottola) contacted Capt. Bates and stated that he could see buoy 14 visually dead ahead of him. At that point the pilot told him to come full ahead, pushing the bow of the NEW DEHLI EXPRESS to the south.

Capt. Bates also stated at this time that he gave a helm order of 20 degrees port. Shortly after this exchange both pilots on the NEW DEHLI EXPRESS and both Tug boat captains began to notice a starboard list to the NEW DEHLI EXPRESS. The vessel then came to port and eventually came to rest in the grounded position in the vicinity of Buoy 15B in the Kill Van Kull, this was approx. 0422. The vessel remained in this position until the incoming tide re-floated the vessel at 0623. Upon re-floating the vessel transited to berth 86 in Port Newark, NJ.

On April 20<sup>th</sup>, the CG received a DVD copy of the dive survey conducted by Ran dive. The survey shows various breaches of the hull including an estimated 19 inch X 7 foot long gash in the #4 DB fuel tank. The survey also showed several smaller holes in the hull of the vessel and major damage by way of the starboard bilge keel of the vessel.

Also, on 20 April 2006 an interview was conducted with Mr. Joe Mottola the master of the TUG MIRIAM MORAN and Mr. Jason Ginas, Captain of the KIMBERLY TURECAMO. Both of these vessel were assisting with the inbound transit of the NEW DEHLI EXPRESS and were on the starboard side of the vessel at the time of the initial strike (Grounding) at the north side of

the Kill Van Kull in the vicinity of buoy 14. Both of these vessels suffered damage to the starboard propeller of each vessel. Additionally, the MIRIAM MORAN, which was on the forward starboard quarter of the NEW DEHLI EXPRESS, suffered a bent shaft and strut damage as a result of grounding in the same area around buoy 14. Both of the Tugs draw approx. 15 feet of water.

On 21 April 2006, LT's Cobb and Hobson had a conversation w/LCDR McBrady concerning the placement of buoy 14 and the Notice to Mariner's change in December of 2004 which changed the position of the buoy, moving it further to the south as indicated on the attached image. The image also shows the position of the buoy as it was checked post incident and the AP (appointed position) the buoy was placed in prior to the December 2004 change.

Waterways Management is conducting a fact finding mission with regard to the buoy placement issue to see if the buoy was in the proper place or not. It is presumed at this point that buoy 14 was in the old location and was not properly marking the channel.

Statement drafted by LT Jacob A. Hobson, Sector NY Investigations.